

SEE TO BRING HERE SWISS DYE EXPERTS

U. S. Commerce Department
Shows Need of Such Men to
Build Up Industry.

CRUDE MATERIAL SUPPLY GREATEST IN THE WORLD

Skilled Chemists and Organizers
Necessary to Establish Color
Works in America.

Swiss technical skill is to be combined with American capital, and an American coal tar supply of untold value to develop a new industry in the United States to meet the present dyestuff famine resulting from the cutting off of the German supply.

Importation of a corps of Swiss dyestuff chemists is being arranged by the bureau of foreign and domestic commerce. Dr. Thomas H. Norton, commercial agent of the bureau, has issued a statement that the plan, which already has been successfully tried by Russia, would be the logical development of the present scheme, under which United States coal tar crudes are to be exported to Switzerland, manufactured into dyes and returned to this country. Two Swiss dye chemists, through the bureau, already have begun negotiations with American firms to undertake the establishment of plants in this country.

Urges Transfer of Experts.

"The transfer of a sufficient corps of Swiss expert color chemists to the United States at this critical moment would be of untold value in furthering the rapid evolution of the American industry," said Dr. Norton's statement. "It would be possible by their aid and direction to attain the maximum of economy in the use of money in constructing new plants, in adopting the most practical and effective mechanical devices, in co-ordinating the diversified features of a complicated branch of manufacture to a logical end of material, and restrict the dependence upon highly skilled and expensive labor. It would probably enable the industry in its broader phases to become so thoroughly rooted in the economic life of the country that upon the return of normal international exchanges legitimate competition of foreign rivals could be easily and effectually met."

Need More Dyestuffs.

"The domestic dyestuff industry is more than doubling its normal output, but it is evident that for many months to come it will be unable to supply more than a good-sized fraction of the urgent demand."

"Under the circumstances, widespread interest is attached to a concerted action on the part of the leading manufacturers of artificial colors in Basel, Switzerland."

"Fully aware of the latent possibilities in the American coke industry to produce coal-tar crudes in enormous quantities, and also of the great consumption of foreign-made dyes in the United States, the Swiss color firms now seek to secure an ample supply of American crudes and to pay for them in finished dyes. They are in the market for 100,000 metric tons of aniline oil and for many tons of pure coal-tar hydrocarbons."

"There would appear here to be a distinct opportunity for all who are in pressing need of artificial dyestuffs at an early date, and who can control to a supply of aniline, or of the three leading coal-tar crudes, to enter immediately into communication with these firms."

Textile Association Co-Operation.

"There would appear to be also a field here for the activity of the finely organized textile associations of this country, which have already accomplished much in securing the release from embargo of wool, and of protecting the collective interests of the various textile branches as they have been endangered by the developments of the great foreign conflict. A collective action to insure a large supply of the raw material from American coke plants and tar distilleries and distribute in return the corresponding amount of aniline dyestuffs among the members of the associations would greatly aid in lessening the serious economic strain that has followed the complete cessation of shipments of German colors."

"Apart from the possibility of materially lessening the discomfort and hardship to American textile and other industries resulting from the existing shortage of dyes, the present proposition of the Swiss dyestuff manufacturers deserves the careful consideration of all interested in building up an American coal-tar chemical industry."

"This temporary arrangement, devised to meet the needs of a foreign industry threatened with complete paralysis, and also the equally imperative need of our domestic market for its products, may lead to a form of co-operation much more rational than that involved in sending the crude products of our great coke works across the Atlantic to the foot of the Alps, and bringing them back, after transformation into all the tints of the rainbow, for use in thousands of textile mills."

Urges Industry for United States.

"In the ultimate analysis of the American dyestuff problem the following facts stand out in bold relief:

"The raw materials of the artificial dyestuff industry are present in the United States in greater abundance than in any other land and are for the most part wasted."

"The American market for the products is one of the largest, if not the largest, in the world."

"The supply of chemicals required to transform the constituents of coal tar into finished dyestuffs can be furnished easily by American chemical works. A modest but encouraging beginning has been made in the production of American dyes. Capital is ready to embark in the undertaking in ample amount."

"The government is determined to protect such an industry against the dangers of unfair competition on the part of foreign rivals."

"Technical and scientific skill, inventive talent and administrative and commercial ability are present in abundance."

Need of Experts.

"The one factor lacking to bring into existence a genuine American coal-tar dyestuff industry is the lack of a few men possessing highly developed capacity for organization, combined with a perfect experimental command of the exceedingly complex and intricate field of color chemistry in all its ramifications—men such as created in the past the great works on and near the Rhine and are now directing them."

"It is precisely this lacking factor which might be supplied to the young American industry from a close co-operation on the part of the Swiss firms engaged in the production of artificial colors."

"The body of Virgil Bragg, a professor in college at Stillville, Mo., found dead in a bathroom at the college, reached his old home at Charlottesville, Va., for interment."

YELLOW AT SING SING MEANS BAD PRISONER

Inmates Adopt Badge to Indicate
Those Who Break Prison
Rules.

OSSING, N. Y., July 19.—Members of the Mutual Welfare League, the self-right organization of the inmates of Sing Sing prison, have adopted a novel method of inflicting punishment for attempts to escape from prison or violation of prison rules.

Suspension from the privileges of the league is the basis of the punishment. Offenders who are suspended for five days or more will be compelled to wear a yellow circle as large as an orange on the breast of their gray shirts.

Those suspended for ten days or more must wear not only the yellow circle, but a yellow stripe down the middle of the back. In case of suspension for twenty days yellow stripes on the trousers legs are suspended for thirty days will be shaved, and in addition they must wear the yellow circle.

Thomas M. Osborne said that the idea originated with the prisoners and was based on the feeling that it shows the yellow inside himself, and they devised this plan to show the same color on his uniform.

Two prisoners found intoxicated from drinking a mixture of alcohol and water without the first to wear the yellow stripes.

ENGLAND NOT AN EASY NATION TO BLOCKADE

Long Coast Line and Numerous Har-
bors Give Her a Great
Advantage.

"A survey of the coast geography of the British Isles shows some things of tremendous interest when considered with reference to the blockade undertaken by the Germans, the first serious blockade ever attempted against a United Kingdom," begins a bulletin just issued by the National Geographic Society, which sketches a few of the difficulties in the way of maintaining an effective blockade of the many-harored, sea-encircled nation. The bulletin continues:

"Great Britain is a land of harbors and highly developed ports. Its foreign commerce clear from more than 120 seaports, that are situated upon every sea washing the islands. To shut off English commerce with other lands would require an almost impossible task. Besides its wealth of widely scattered harbors, the United Kingdom has a particularly irregular coast line, which would serve greatly to multiply the labors of a blockader."

Has Long Coast Line.

"Broken by rocky headlands, bays and deeply penetrating inlets of the sea, the English coast line alone stretches for a distance of 2,350 miles. To the south, upon the English channel, lie the great seaports of Plymouth, Southampton, Portsmouth, Brighton and Dover; to the east, toward the North Sea, are the ports of London, Harwich, Great Yarmouth, Hull, Newcastle, and to the west, toward the Atlantic and the Irish sea, are Bristol, Cardiff, Swansea and Liverpool. Hundreds of smaller ports are sprinkled between these great harbors of world fame."

"These English ports, Liverpool is said to have the best developed harbor in the world; more coal is shipped from Cardiff than from any other sea port. Grimsby is the fishing capital of the world, and London is more intimately connected with the port of every sea than any other harbor. England has expended with freethanded foresight in the improvement of her seaports, and so the war finds her with adequate harbor facilities upon every hand, with dry docks and shipyards in every more important harbor, with equipment to carry on a great foreign trade from more than 100 different points."

Scotland Baffling Problem.

"Scotland is a still more baffling problem to an intending blockader. Probably, its most striking feature is the irregularity of its coast line, and its coast upon the east is shielded by an intricate mass of bold, rocky islands. Though much smaller in area than England, Scotland has a coast line of 2,300 miles, or one mile of coast to every thirteen square miles of area. Leith, Dundee and Aberdeen are important ports upon the North sea in the east. Iniveness sends its shipping to the north, and Glasgow, with its famous shipbuilding works and vast foreign trade, lies toward the North channel and the open Atlantic. Few places in Scotland lie more than forty miles from the sea, and smaller ports dot the entire coast line."

"Ireland's greatest ports, Belfast and Dublin, are situated upon her east coast on the Irish sea. The vessel breaking of a rough Atlantic over the rocky needles of her western coast has contained the development of commercial harbors there. Limerick, upon the River Shannon, gives Ireland an important Atlantic harbor, while Queenstown is an outlet in the south and Londonderry in the north."

"With its more than 6,500 miles of coast line, and its well developed harbors all along the way, the United Kingdom presents a problem of extreme difficulty to any power intending to maintain blockade against it."

Mrs. Mary E. Myers, widow of John Myers, died at Mapleville, Md., aged eighty-eight years. She was a native of Maryland, and is survived by four sons.

WASHINGTON BOARD FOR SHIP SUBSIDY

Votes Against Government
Ownership and Operation
or Private Operation.

NATIONAL CHAMBER'S POLL DISCREDIT FOR MINORITY

Significance of Many Votes in Favor
of Federal Marine Discounted in
Analysis of Results.

The Chamber of Commerce of the United States today made public the final detail results of the referendum to chambers of commerce, boards of trade and other commercial bodies composing its membership, on the subject of the government ownership and operation of merchant vessels.

Interest was keenest on the first question, which raised the issue of government ownership and operation of merchant vessels. On this question more votes were cast than on any other of the nine propositions submitted. Eighty-eight per cent of the votes cast were in favor of government ownership and operation.

The national chamber, however, has concluded an analysis of the vote, and it is believed, when that body reconvenes, will be again presented with the problem of passing on another ship purchase bill, over which there was a big fight at the last session. In the referendum, however, the vote was in favor of government ownership and operation of merchant vessels, which in their view of organizations, which in their membership unquestionably represent the industrial and commercial point of view of big communities.

Vote of Board of Trade.

Votes were cast in the District of Columbia by the Washington Board of Trade and the National Association of Piano Merchants. The six votes cast by the Washington Board of Trade on the first ballot were all against the proposal for government ownership and operation of merchant vessels and against government ownership and private operation of the vessels.

The Board of Trade voted for government ship subsidies, and for the establishment of a regular mail and freight lines under the American flag to countries in which commercial interests of the government are important and to American dependencies. The Board of Trade also voted in favor of the various proposals for the development of an American merchant marine.

Insignificance of Minority Votes.

No less than twenty-eight of the eighty-nine votes cast in favor of government ownership and operation, the chamber says, seem to carry no more significance of a preference than the vote of the St. Louis Merchants' Exchange. In other words, being accompanied by support of each of three other methods for upbuilding the merchant marine suggested in the recommendation as possible for government aid, these votes may be taken, the chamber says, to have indicated an emphatic belief that the American commercial marine should be augmented through encouragement by federal assistance quite regardless of the means taken toward this end. A statement by the chamber on the subject is, in part, as follows:

"Given by the comment made above, the apparent lack of significance in the eighty-nine votes which favored government ownership and operation, either subsidies or subventions, fifty-one being cast for both. Thus, it seems that eighteen clear-cut votes were cast for government ownership and government operation as the form which government action should take. Of these clear-cut votes, nine came from a national organization, five from Florida, one from Mississippi, one from Maryland, one from Pennsylvania, three from Massachusetts, one from Michigan and one from Utah."

Vote on Private Operation.

"Of the eighty-nine votes which supported government ownership and operation, thirty-five were definitely cast against private operation in conjunction with government ownership. There was a single vote distinctly indicating a preference for the latter plan over government ownership. In addition, there were twelve votes which favored this plan over government operation, but without great significance, since votes of the same organizations favored also subsidies or subventions, or both."

"The remainder of the fifty-one votes cast in favor of such a program as is cast in favor of government ownership and operation. The conclusion seems to be that the 712 votes cast against private operation of government-owned vessels indicate very general dissatisfaction with a method of attacking the question in hand."

"Concerning the third question on which the members of the national chamber expressed their opinion—the desirability of subsidies calculated to offset extra cost in operation—there was a vote of 712 in favor of subsidies, and 177 against them."

"The vote on the question of government ownership and operation of merchant vessels was cast by the following organizations: The National Association of Piano Merchants, which cast three votes, was in favor of government ownership and operation and against government ownership and private operation. Its votes were cast for ship subsidies by the government and also for government mail subventions. Its votes were also cast in favor of the proposals for the upbuilding of a merchant marine."

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ating vessels in private ownership under the American plan—opinion was more diversified than regarding government ownership. Nevertheless, the result was decisive—554 votes in favor of such a program and 189 against it. In other words, 75 per cent of all the votes favored the principle.

The principle of subsidies was advocated by 81 per cent of the votes which came from local organizations. The number and importance of the local organizations which favored the principle of subsidies was a feature of the balloting. The Association of Commerce and the board of trade in New Orleans, the Seattle Chamber of Commerce and the Minneapolis Chamber of Commerce voted for this plan only in the referendum. The upbuilding of the merchant marine, could not be accomplished in some other way, as by revising the navigation laws.

Approval of Subventions.

"Regarding subventions for regular lines of mail and freight steamers there was a nearer approach to unanimity than upon any other question in the referendum. Ninety-three per cent of 765 votes approved this plan."

"The establishment of a federal shipping board—the first of the committee's recommendations—had much attention, as evidenced through the formal expression of opinion which accompanied some of the ballots. The result of the balloting—633 votes in favor and 116 votes opposed—is, however, plain."

Ward M. O'Brien said that the idea originated with the prisoners and was based on the feeling that it shows the yellow inside himself, and they devised this plan to show the same color on his uniform. Two prisoners found intoxicated from drinking a mixture of alcohol and water without the first to wear the yellow stripes.

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CONGRESS TO BE ASKED FOR ADEQUATE DEFENSES

Woman's Section of Navy League
Wants America's Shores and
Homes Protected.

To urge upon Congress that adequate defense of America's shores and homes from the fate of Belgium and Poland is a patriotic duty, a new woman's movement has been started by the women's section of the Navy League of the United States. Appeals have been made for support to all the patriotic organizations, and leaders of the movement say they expect to have 100,000 pledged workers in the cause before Congress assembles.

Cards have been prepared bearing a pledge to talk, think and work patriotically, Americanism and adequate defense.

Patriotic Pageant to Be Held.

The most sensational element of the work planned by the women's section is the organization of a series of patriotic national defense pageants to be held in the fall. Probably the first of these will be held in Washington, to be followed by others in all portions of the country. Prize competitions for acceptable scenarios for national defense pageants will be held, and a committee consisting of David Belasco, Col. George Harvey, Mrs. William Cummings Story, president general, D. A. R.; Julia Marlowe, and Mrs. Daisy McLaurin Stevens, president general of the U. S. C., have been requested to act as judges of the manuscripts received.

Among the founders of the women's section are Mrs. George Dewey, Mrs. Medill McCormick, Mrs. Finley J. Shepherd, Mrs. George Lauder Carnegie, Mrs. Phoebe A. Hearst, Mrs. Ralph Beaver Strassburger, Mrs. Monique Robinson, Miss Christine Biddle, Mrs. James H. Aldrich, Mrs. Charles H. Baldwin, Miss Marianne Biddle, Mrs. William W. Blackmar, Miss Mabel Boardman, Mrs. William H. Brownson, Mrs. William Brownson, Mrs. James Bulkley, Mrs. George Mason Chester, Miss Fannie E. Coleman, Miss Caroline de Aguiar, Mrs. Emily H. Emmet, Miss Mary F. Fuller, Mrs. Fitz-Simon, Mrs. J. E. Fuller, Mrs. Adolph Ladenburg, Mrs. Harry Lovering, Mrs. E. Rollins Morse, Mrs. William H. Porter, Mrs. Thomas Stevens, Mrs. Augusta Tyler, Mrs. Henry J. Baker, Mrs. John J. Borland and Mrs. Molly Elliott Seawell.

French Soldier Married by Proxy.

PARIS, July 19.—Gaston Pine, a cavalry quartermaster, now at the front, was married by proxy yesterday to Eugenie Viellard. The ceremony was held at Corbel and was performed by the mayor. Paul Grizel acted as proxy for the absent bridegroom. The minister of justice has decided that the proxy marriage law of April does not apply to Frenchmen who are held prisoners of war in other countries.

PREPARING TO RESUME TRADING WITH RUSSIA

U. S. Commercial Attache at Petro-
grad Investigates Archangel
Port Facilities.

Henry D. Baker, United States commercial attaché at Petrograd, is investigating transportation facilities on the White sea, in furtherance of the prospective resumption of Russia's export trade with the United States.

"Mr. Baker has advised the bureau of foreign and domestic commerce of his departure for the northern port."

Negotiations are now almost concluded for the modification of the Russian embargo on exports to this country, under an arrangement by which the Department of Commerce virtually will guarantee that the goods will not reach Russia's enemies.

Archangel is the only European Russian port not closed by the war. At present all private traffic through the port is prohibited by the Russian government, which has taken over the port, and the railroad mouth for the shipment of military material. Consequently private freight is piled high on the Archangel wharves. It is expected, however, that the government will relax its demands upon transportation facilities at the port when the export embargo is modified.

Three Killed by Lightning.

ST. LOUIS, July 19.—Three St. Louisans were killed yesterday by lightning when one of the most severe thunder and rain storms in recent years passed over St. Louis and vicinity. The dead: Louis Vogt, twenty-nine years old; Fred W. S. Walter, nineteen years old; William Leonard, eighteen years old.

GERMAN BANKERS COMBINE. Private Institutions Find It Neces- sary to Consolidate.

Correspondence of the Associated Press.
FRANKFORT, Germany, July 6.—The inculcation